THE GREAT REPUBLIC

The size of this steamer is what attracted so much attention in the late 1870's. It could carry over a thousand passengers and an astonishing amount of freight. The visits of the ship were exciting events to Astorians who responded by arranging shipboard concerts, finding reasons to book trips on it to San Francisco, and by reading all the reports printed about the ship in the newspaper. The tragedy described below had a great impact on the citizens of Astoria because of their involvement with the ship and crew and because of the location of the accident. The following are only a few of the articles regarding this ship.

Capt. Irv. Stevens, pilot of the steamship, Great Republic, informs us that he never struck the gong once from leaving Portland until he reached Astoria. This is evidence sufficient to show that the largest steamers may go to that port with perfect safety. The steamer was most enthusiastically received by the people. It was a perfect ovation from the time she arrived in Portland until she departed. Mr. N.B. Ingalls has been appointed agent for Mr. Cornwall's steamers in that city. June 29, 1878

--A gentleman called last evening to see the list of steamship passengers (which we keep on our bulletin board). When the list of about 800 by the Great Republic, and 360 by the Oregon was shown to him he fell back amazed, with the remark that he'd call around on Sunday when he had time, and look it over. July 6, 1878

--The Republic had on board a full passenger list, not less than a thousand persons, sure. Her freight list was also very large. She went out yesterday morning at 9 o'clock. August 11, 1878

THE KING CARGO

ASTORIA, August 26, 1878

EDITOR DAILY ASTORIAN:

Dear Sir: Below please find list of outward freight per steamer Great Republic, voyage No. 5. I think it is worthy of notice in your valuable paper as being one of the largest lists (if not the largest), of freight ever carried over the Columbia bar:

2,000	bales wool	3,000	empty cases
19,083	sacks grain	200	bbls. salmon
2,000	qr. sacks flour	60	bbls. dog fish oil
73	tons pig iron	12	boxes skins
500	cs. oil (fish)	6	boxes furs
900	pkgs ass't mdse	15	empty casks
50	head of cattle	53	sacks moss
13,000	cs. salmon	104	boxes tin

Making a total of very nearly 4,000 tons measurement. The ship drawing twenty feet of water.

Yours respectfully,
A.W. CORNWALL
Freight Clerk.

August 29, 1878 WA

GREAT REPUBLIC CONCERT.

Following is the programme given on board the steamship, Great Republic, Tuesday evening, by the passengers, assisted by Astorians, conducted by E. McD. Johnstone, 21 Stanly place, San Francisco:

Piano solo..... Mr. White
Vocal duett..... "My Grandfather's Clock" Messrs Baird and Moye
Violin solo..... Mr. Kendricks
Vocal duett....."Larboard Watch" Mrs. Smith and Mr. Johnstone
Concertina solo..... "Baby Mine" Mr. Frank Lee.
Recitation..... "Shonny Schwartz" Mr. J.B. Garrison.
Baritone solo..... "The Belle of Shandon" Mr. Gleason
Comic song..... "The Picnic Party" Prof Baird
Solo..... "The Sweet Bye and Bye" Chorus by the audience.

At the close of the concert a vote of thanks was passed to Capt. Carroll, for his courtesy in furnishing deck room, awning, etc., etc., and every kindness that lay in his power and also to the Astoria brass band for their kindness, in participating in the evening's entertainment. Dancing then followed the concert, and a general good time was enjoyed until twelve o'clock. August 29, 1878 WA

--It is said that the Republic had 1,340 passengers in all, including children. About 300 left the steamer at Astoria. April 4, 1879

DISASTER TO THE GREAT REPUBLICAN.

First Report.
Daily Astorian Sunday

Night before last, between the hours of 12 and 1 o'clock the steamship, Great Republic, Capt. Carroll, grounded near the lower end of Sand Island, coming in. Early yesterday morning tug boats were dispatched from the city to her assistance, and it was expected that she would float off on high tide at 11:38, but this she failed to do.

At 12 o'clock noon, the United States steamer Shubrick, Captain Kortz, arrived from Portland, and immediately upon being informed of the condition of things by Collector Hare, cast off the lines

again and was under way to the assistance of the stranded steamer, and through the courtesy of Captain K. we visited the scene of the disaster.

On the way down from Astoria, the Shubrick met the tug, Columbia, with Captain Flavel himself on board, having a lot of the passengers of the Republic and speaking the Shubrick, the Columbia requested that the Shubrick bring off as many passengers as she could.

Captain Kortz approached as near to the stranded steamer as was considered safe, lowered two life boats, manning one of them with a crew of volunteers, under first officer D. Davis, and the other with a crew made up of volunteers and ships men, under command of second officer John C. Linne.

The boats of the Great Republic were also engaged bringing off passengers, some of whom were brought to the Shubrick, some to the Brenham, some to the Canby, and others to the Rip Van Winkle, others to the Katata, etc.

Too much praise cannot be meeded to the men in those boats. It was very difficult to receive passengers on board in consequence of the heavy swell of the sea, but they worked nobly, and to make special mention of any would seem invidious, where all did so well under such circumstances. The volunteers were Wm. McCabe, of Brown & McCabe, Capt. P. Johnson, Albert Johnson, Eugene Divoort, A. Olsen, Michael Doyle, E. Driscoll, Harry Dickers, John Nicols, Richard Tymer, and others.

Capt. G. Reed was present and rendered valuable assistance. Capt. Kortz deserves many thanks for his painstaking efforts. We have had a chance now, under very trying circumstances, to see that he is really the right man in the right place. Chief Engineer frank Cookson, Assistant Engineer W.D. Scott, and every seaman on board the Shubrick, proved themselves true men of the right metal.

As near as we could ascertain, there were about 1,150 passengers, men, women and children, on board the Republic of whom the tugs and steamers brought to Astoria fully 900. There remained on board of the Great Republic, when we left at six o'clock, perhaps 250 passengers, from choice, and all the officers.

CONDITION OF THE SHIP.

We do not consider the steamer lost, by any means. She lays in a good place, off sandy bottom, does not leak a drop and will come off all right as soon as she is fully lightered. She went on drawing seventeen feet of water, and can be approached by the tugs as low water near enough to get out a line. As to

THE CAUSE OF THE DISASTER.

We are not sufficiently well informed to even speculate. Very probably it was an error in judgement, bringing the steamer in during the night. But of this we shall have more to say at some future time, when more fully informed. Some of the most intelligent of the passengers with whom we conversed were very severe in condemnation of the pilot, but most marked in their praises of Capt. Carroll. At high tide (11 o'clock) last night, an effort was to be made to pull the steamer off with the tugs, Brenham, Astoria, and Columbia. Capt. Kortz expected to return and be present also, with the Shubrick. This event, more than any that ever occurred at the mouth of the Columbia, proves the efficiency of the tug boats belonging to Capt. Flavel, three of which are now in service.

SECOND REPORT

Sunday was an eventful day in Astoria. The previous night was one of the very worst that has visited this region for weeks. The barometer, which was up to the thirties, above fair weather when the Great Republic, stranded Friday morning, was down to 29.50, by six o'clock Saturday evening, and the storm, which came up at 8 o'clock, lasted long enough to seal the fate of the ship, and render it beyond the possibility of doubt that she must go to pieces, where she lays. At four o'clock Sunday morning, Capt. Flavel went to the wreck on board the Columbia; the Astoria and Brenham having laid by her all night. The morning being thick and heavy, nothing could be seen of the stranded ship, and until 12:25, when the Astoria arrived, people in this city were in anxious suspense. The Astoria brought us news that the vessel was breaking up, and that it would be impossible to save anything, but that no lives were lost. An hour or so later the Columbia arrived with more passengers from the wreck, and

BAD NEWS.

Everybody had left the ship before the departure of the Astoria from the Island, excepting Capt. Carroll, Pilot Doig, and a few seamen who endeavoring to save the baggage. The last boat to leave the ship was capsized and eleven men were drowned. This broke connection and left Capt. Carroll and Pilot Doig still on board, with breakers rolling clear over the ship. Following is a list of the crew known to be lost. The list was furnished by Purser Peck of the Republic:

Hugh Lennon,	1st officer,
R. Davis,	2d "
J. Connor,	Boatswain,
Wm. Johnson,	Carpenter,
Peter Rodgers,	Watchman,
Thos. McEvoy,	Messman,
Sam. McMurry,	Waiter,
Frank Melroy,	" body recovered,
Alex Scott,	Fireman,
Frank Connelly,	"

James McDevitt, Sailor.

When the Columbia left the island, the steamer, General Canby with the schooner Industry as a tender, under the management of Capt. J.H.D. Gray, was receiving property saved from the wreck. Capt. Carroll had so far managed matters on board of the Republic as to prevent any excitement on the part of the passengers, and if the steering oar had not broke, on the last boat, probably not a life would have been lost. At 3:20 P.M. the steamer, California, arrived from Portland, and proceeded to the island. By this time Capt. Carroll and Mr. Doig had got ashore on the island. The Canby bringing up the freight, and one body which had been recovered, returned early in the evening, followed by the California. Capt. Carroll arrived in the latter, and all the officers and crew were now in the city. Three men were left on the island to attend to things. We visited Capt. Carroll and purser Peck, on board the California, where

CAPT. CARROLL MADE THE FOLLOWING STATEMENT.

"I gave the steamer over to Pilot Doig at the Automatic buoy, at 11:30 Friday night. It was clear starlight, not a ripple on the water, and as smooth as a mill pond. We came in over the bar under a slow bell all the way. Crossed the bar all right reaching the inside buoy in safety. The first and third officers, freight clerk and myself were on the lookout. I had a pair of glasses, and was first to discover Sand Island, and found the bearing all right. I reported Sand Island to the pilot, he had not seen it. We ran along probably two minutes. I told the pilot I thought he was getting too close to the Island and he had better haul her up. He replied, "I think we are not in far enough." A minute after, I told him to port his helm, and put it hard a port, as I think you are getting too near to the Island, he made no reply but run along about five minutes then he put his helm hard a port. The vessel swinging up, heading toward Astoria, but the ebb tide caught her on the starboard bow, and being so much nearer the island than he expected set her on the spit. She went on so lightly that very few knew it, but as the tide was falling we had no chance to get the vessel off that night. The next tide, on Saturday morning, was a small one and we were still unable to get off, as the barometer was going down, indicating a storm, I sent Mr. Peck, the purser, in a small boat, to Fort Canby for assistance, and boats to remove the passengers. The tugs Brenham and Canby arrived and sent a small boat to the steamer. Immediate steps were taken for the transfer of the passengers, which was done by means of small boats. The tugs Columbia and Shubrick had by this time also arrived each taking a load of passengers.

The Brenham made two trips. The entire crew remained on board. I made arrangements with Captain Flavel to have three tugs down to the steamer at high water that night. In the meantime I had the crew employed, heaving coal overboard, to lighten the steamer. At eight o'clock Saturday night a southwest gale started in, making a heavy sea. Then chopped to the southeast about midnight. At this

time the ship was lying easy, making no water, but the heavy sea prevented the tugs from rendering any assistance. The heavy wind and sea drove her higher on the spit. Shortly after midnight the ship began to work breaking all the steam pipes and disabling the engines. A few volunteer passengers that remained by the ship during the night were landed at six o'clock this (Sunday) morning on Sand Island, followed by the crew, as the ship at 6 o'clock, was breaking up and it was dangerous to remain on board. The last boat left the ship about 10:20 A.M., and going ashore the steering oar broke, and the boat which contained fourteen men was capsized in the serf, and all but three were drowned. About the same time a heavy sea boarded the ship which carried away all the staterooms on the starboard side, and literally gutted the dining-room, broke up the floor of Social-hall, carrying away the piano. Afterwards several seas boarded her forward carrying away the starboard forward-guard and officers rooms forward; and the steerage deck. The same sea carried a number of horses overboard.

" I remained until 5 o'clock this (Sunday) evening, when the pilot and myself launched a life-boat and came ashore. Before leaving the vessel I went into the boys rooms looking over the ship, and there found a waiter, worn out, badly scared, and brought him with us ashore. All valuables and ship papers I think are saved. I shall return to the island in the morning and endeavor to save all possible. I consider the cause of the wreck an error of the pilots judgment; a miscalculation on his part, as to be [?] Sand Island. The ship [?].

THIRD REPORT.

The steamer Shubrick, Capt. Kortz, returned from the wreck, at four o'clock yesterday afternoon. The vessel lays in about the same position as she did on Sunday. The water is smoother. A great deal of baggage is coming ashore on Sand Island, and all along the weather has cleared up considerably. During the Sunday night fishermen pirates broke open a great many trunks and stole a great deal of property, but there is now a picket guard of marines from the Corwin and a detachment of troops from the forts, guarding the island. No more bodies have been recovered.

Following is a list of consignees of freight, at Astoria, which we have received from Capt. J.G. Hustler.

PKGS.		PKGS	
A. Booth & Co.	734	S.D.	2
Arndt & Ferchen	4	T.A. Orcutt	14
A.P. Co.	8	Trenchard & Co.	15
Ah Jim	69	T. Bailey	13
B.B. Franklin	1	W.J. Stevens	4
C.L.P.	60	Wilson & Fisher	4
Cohn & Cooper	22	W. Smith	14
E.S.L.	91	Wm. Hume. 8 boats	
E.S. Merritt	19	E.	2
Espy & Co.	1	Geo. Hill	29

H.F. Crum.....4 I.W. Case.....6
I. Rodgers.....34 J.A. Devine & Co. 500
J. Houseman.....4 LeBow.....1
P. Paretto.....22 Q.Y.Y.....210
There are 175 tons in all for Astoria.

Capt. Flavel has been appointed by the underwriters to take charge of insured goods, and he has appointed Mr. E.F. Thompson to look out on the sea beach.

The picket guard completely guard the contour shores of Sand Island, and all pirates have been driven off.

LATEST FROM THE WRECK.

At noon yesterday we met Capt. Carroll just from the wreck. He has turned matters over to the agent of the board of underwriters, Capt. George Flavel, and as will be seen by advertisement this morning, the ship and cargo will be sold so far as the board have authority to dispose of the same. There remains on board the wreck yet, about from eight hundred to one thousand tons of cargo. We have not been to the ship, and cannot therefore describe the condition of this freight, but in all probability the whiskies, wines, gin and other cordials are in better condition than the cigars, silks, sugars, crackers, etc. There is an everlasting stock of it all together. Capt. Carroll was on board of the ship yesterday in company with some gentlemen interested as consignees. They found one horse still alive, and when the poor brute discovered that there were human beings near him his plaintive whinnys were touching to all who heard them. The faithful beast was in the engineers room, deck after deck of the vessel having broken away from under him, and washed off with the wreck. As it was utterly impossible to save the animal, and its pitiful appeals indicated its sad condition, it was shot by the owner.

Several more of the passengers left by the Oregon for San Francisco, terminating a pleasure trip with sadness. Notably was this the case with Miss Kennedy, one of the ladies who remained on the wreck until the very last with several others. It is said that during all that furious Saturday night, when the ship was actually going to pieces, and when surrounding scenes were enough "to try men's souls," Miss Kennedy never for one moment lost her presence of mind, and by every possible way endeavored to render the cheerless prospect less awful, by administering to the wants of her fellow passengers, and as state room after state room disappeared by the surging seas which washed the ship from stem to stern, Miss Kennedy was searching for more comfortable quarters for the distressed. It was distress; such as none but those who experienced it can form any correct ideas, perhaps, but to this lady we are requested to return the heartfelt thanks of many who remained by the ship that night.

The loss of the steamship Great Republic suddenly placed in Astoria a very large number of people who were unable to provide

themselves with sleeping comforts, but the citizens of Astoria never yet failed to respond liberally in cases of this kind, consequently that whole mass of shipwrecked men, women and children were safely housed before one o'clock in the morning. In company with two citizens of the place, we took a walk through the city at three o'clock in the morning, and besides those faithful guardians of night, the police, not a soul was to be seen on the streets; every saloon in the city was closed, and order reigned supreme, to our great astonishment. The same thing was noted Sunday night. The Episcopal church, lodge rooms, Chamber of Commerce rooms, etc., were all thrown open for sleeping accommodations, besides which private families took as many as possible to their homes.

We are informed in a manner deserving of belief (by authority supporting belief), in the statement, that Mr. Cornwall has come to the conclusion that the Oregon trade is too valuable for him to give up his contest for a portion of it, and that he closed negotiations for the steamship Knickerbocker imediately on receipt of news of the loss of the Great Republic, and that she will leave in a few days for San Francisco. The Knickerbocker is an iron ship, 280 feet long, 39 feet beam, 25 feet hold, 1642 tons register, and draws 17 feet loaded. She was built five years ago, in New York, has vertical direct acting engines of 144 inch cylinder (the Republic had 105 inch cylinder), --and 72 inches stroke of piston. She is brig rigged, model M, and is provided with five bulkheads. Negotiations were pending for this purchase previous the disaster, Mr. Corwall intending to place her on the route as a companion ship to the Great Republic.

The Republic had on board about three hundred tons of merchandise, tin, etc., for Astoria business men, but in consequence of the condition of the officers, who were worn out and needed a rest, and time to write letters to go below by the Ancon, we did not press the inquiry as to whom or in what amounts the list extended. Nearly all the merchants of this city were interested in the cargo. It was reported that Messrs. Cohen & cooper of the I.X.L. had their entire stock, for the opening of their store, on board,--but Mr. Cooper informs us that this was an error. They will not probably lose more than $1,000. Most of their stock arrived by the Ancon. As soon as we can do we will furnish the list complete.

There were present in the office of Capt. Charles Thorn, on board the California, when Capt. Carroll made the statement which we publish this morning, four veteran commanders besides himself. Capt. Geo. Flavel, who is the oldest living steamship commander on the Pacific coast, Capt. Thorn, of the steamship California, Capt. Debney of the Ancon, Capt. Kortz of the Shubrick; Purser John Peck of the Republic; also Mr. Harry Comstock of San Francisco, Mr. Gould, of Parrott & Co., Mr. Middleton of the Oregonian, and the Editor of THE ASTORIAN. Capt. Carroll showed evident signs of great fatigue, but he returned to the scene of disaster yesterday, and is doing all that can be done to save what it is possible to

save. April 25, 1879

Shortly after the California steamed out of Astoria on Monday, the following card of thanks was circulated among the passengers of the illfated steamer and received the signatures of all to whom it was presented: We, the undersigned passengers by the steamer Great Republic hereby tender our sincere thanks to Capt. James Carroll, the officers and crew of the steamship Great Republic, also the officers and crew of the steamer Shubrick, and the tugs Canby, Brenham and Columbia, for their untiring energy in rescuing the passengers from the wrecked steamship Great Republic. We especially desire to express our indignant denial of any scandalous and scurrilous reports, which have been, or may be, circulated upon the conduct of Captain Carroll, his officers and crew.

RECOVERED BAGGAGE.

W. Hawkins picked up a trunk on the weather beach yesterday. The trunk was marked by a brass [plate] "G.R. No. 150," no name. If men will be honest, and wish to restore property, send descriptions to us, for publication free of charge. If they wish to reach the penitentiary eventually, let them act like thieves, and keep the goods they pick up, imagining (it will be but imagination, mark that), that nobody on earth will know anything about it. Mr. Hawkins is an honorable man.

OYSTERVILLE. April 20.--I found one leather-bound trunk, on the weather beach this afternoon marked James A. Miller, San Francisco, which please advertise in your paper.

I suppose it came from the steamer Great Republic, as it has not been in the water long. Trunk damaged some, but all the papers and clothing are in good order, for being in the water.

A. WIRT April 25, 1879

A LIVE HORSE PICKED UP.

Yesterday morning as the steam bar tug C.J. Brenham was approaching the dock with the schooner Trustee in tow from sea, the usual crowd gathered around to hear the news from the wreck. A live horse was observed on the forward deck of the tug eating straw like an ox, and appeared otherwise to be hungry. It was not long until the singular story got afloat that as Capt. George was passing the automatic buoy, fully eight miles off the coast, something was sighted bobbing up and down off the starboard bow, and the tug headed for it. Lo! and behold! it was a live horse evidently from the wreck, and must have been in the water at lest four days. The horse was hoisted on board and brought to the city with the return of the tug-boat, landed at Flavel's wharf and afterwards anchored on the dock. Thousands of people flocked to see him as the marvelous story was spreading like wild fire throughout the city, and just as somebody started after the band to give the poor dumb brute a reception, Mr. M.P. Callender

happened to discover mud in the hair of the fetlocks, and he was "so curious" that it finally revealed the fact that Capt. Flavel had bought the horse at Fort Canby; Capt. Spurgeon had rode him all through the last Indian campaign; it had never been to sea, etc. etc., and then the crowd got mad and wanted the animal lynched! but they didn't do anything as this lie was only skin thick when compared to other stories which have grown out of this wreck. The alligator of this last allegation was not to be found--as usual... April 25, 1879

We have listened to so many scandalous stories, started by persons who were on board the ill-fated steamshp Great Republic, and by some who were not, that we have almost come to the conclusion that man's normal condition is that of a most outrageous liar. For the truth, the whole truth, and nothing but the truth, read the accounts of the disaster which we publish.

The pirates made such wanton destruction by their vandalism on Sand Island that nobody will be allowed on the Island now without a pass. A party of the most respectable of Astoria citizens were refused permission to land yesterday.

Messrs. A. Van Dusen, F.J. Taylor, and other citizens visited the wreck yesterday, and collected some relics of the disaster. Mr. Taylor left at this office an upper case showing that the great civilizer, metalic type, forms part of the lost cargo.

A farmer immigrant with nine children who has lost all his earthly possessions by the Republic, made his temporary home with Mr. Peter Wilhelm. Two of his horses were returned to him yesterday, and it is said the scene was affecting when the family and the dumb brutes met on the streets of Astoria. April 25, 1879

There was but very little came ashore yesterday from the wreck that was valuable. The vessel is gradually breaking to pieces. They succeeded in getting two of Wm. Hume's boats off yesterday. There are six dead horses on the island.

...Twenty-five dollars reward will be paid by J.W. Jackson, steward of the steamer Shubrick, for recovery of the body of Thos. McEvoy, one of the men lost from the Great Republic.

--No more bodies of the lost but gallant men from the Republic, have been found. April 25, 1879

NOTES FROM THE WRECK.

May 2, 1879

We have heard it said that nothing could be raised on Sand island. But after a visit to that dreary and desolate waste, we have come to the conclusion that no spot is so arid as not to raise something. Land pirates have literally "raised hell" there for a week. Trunks of poor distressed ship-wrecked people have been busted by the hand of vandals, and reduced to ashes in a pile, contents and all, and then the ash heap raked over in search of ill-gotten gain.

The cargo of the Great Republic was probably worth at least $75,000. Less than $2,500 worth has been saved up for last night, but lots of it has floated away or sunk. The drift seaward seems to float far to the north, although there is considerable washing up on the beach between Tokes point and Cape Hancock.

We visited the wreck yesterday. Capt. Carroll was yet on board superintending the discharging of freight, which was sent off in boats to wagons at low tide near the ship, thence hauled to high water mark, and then again across the island to a cove on the lea shore where it is placed upon barges, schooners, etc., for Astoria. It is no easy job for those at work.

Mr. Nathan Loeb remembered his wife when at the wreck yesterday, and brought her a valuable keepsake from the debris.

The ruins of that wreck, strewn along the shore of Sand island, alone can describe what it is -- a wreck. Pen cannot describe it.

Purser Peck's headquarters on the island were not very gorgeous; but they were orderly and well kept,--"You bet-you."

Some of the trunks were burned by vandals before the guard was established very likely contained valuables.

Thirty-nine of the forty boats fishing for Hanthorne & Co., (W. Jackson), reported at the cannery yesterday, showing that none of them were engaged at the wreck. They returned 900 fish yesterday. The high boat was sixty-seven.

Quite a number of small crafts were moored in the cove on the lea shore of Sand island, tenders to the wreck. They land right up to shore, and that would be a beautiful place for the harbor of refuge. [D.C. Ireland wrote many editorials in the 1870's in support of the location of a Harbor of Refuge in the Astoria area which would have given an economic boost to the local economy.]

Mr. L.A. Loomis, on the weather beach picked up a trunk, all stove in, which contained a few things and some papers evidently belonging to Wm. Beers of Petaluma. They are in the Ilwaco companys warehouse.

The Great Republic is in at last--Mr. W. Jackson, of Portland having "bid her in."

--The wreck, and the cargo in the wrecked ship, was bid in by Mr. Wesley Jackson, for a company organized for the purpose, consisting of the following named gentlemen: Messrs. W. Jackson, Geo. T.Myers, Jas. W. Welch, J.H.D. Gray, J. Cahn, S.S. Wright, P. Johnson, W.S. Kinney, Geo. Taylor, Wm. S. Sibson, Wm. McCabe, and Wm. Strong. The purchasers have systematically organized and proceeded with the work of saving what they can to reimburse them. May 2, 1879

The cargo was sold last evening as per advertisement of Capt. Flavel agent of the underwriters, for $2,500, the ship was then sold as she lies, for $1,280. Wesley Jackson, of Jackson & Myers was the purchaser.

The Bee [a Portland newspaper] says the printing firm of Niles & Co. lost $650 worth of merchandise by the Great Republic disaster, embraced in the following items: A steadier and friction attachment for the production of salmon labels, a lithographic transfer stone and a Peerless job press. The firm has employed an agent to visit the scene of the wreck and recover if possible any vestige of their property. Harry Comstock, who was a passenger on the ill fated steamer, lost with his trunk a valuable shot gun belonging to Sheriff Norden, which he had taken to San Francisco for repairs. The gun was valued at $150, but Ben bears his loss bravely, satisfied that Harry didn't stay with it.

An Astoria correspondence published in the Statesman [a Salem newspaper] says of the crowds in Astoria during the nights of Saturday and Sunday last: This place is over-running full of people; every bed in town was occupied last night, and scarcely standing room could be had in the public houses; and some still left and unprovided for. Much kindness and noble self-sacrifice was shown by Rev. Octavius Parker, formerly rector of St. Pauls church of your city [Salem]. Learning that many had not anywhere to lay their heads, he threw open the doors of Grace (Episcopal) church, bidding them welcome; and about seventy persons availed themselves of the invitation; glad of such comfortable quarters, in their wet and weary condition. Mr. Parker built a fire in the stove, sitting up the night through to keep it burning, endeavoring in every way to make the place and people as comfortable as possible; and it is not too much to say that he is a zealous christian in this, as in other ways, as his efforts are directed toward doing good to his fellow men. Many of the wrecked have lost everything they owned, and will be thrown upon the hospitality of Oregonians. I overheard one young lady speak of going to Salem, and the only baggage she had to carry was a "check" but whether a trunk check or one on Ladd & Bush's bank I did not hear, and indeed that is a matter of more interest to her than you or me. It is generally set down to the credit of the ladies that they were more self-possessed at the time of the accident, and showed far more bravery in the trying ordeal than

the "sterner sex." It is impossible to convey even a faint idea of the scenes we have witnessed, and must have been seen to be appreciated. It seems an ignoble ending to the career of one of the noblest vessels that ever ploughed the waters of the Columbia. The amusement season is fairly opened, and since the Primrose combination, we have had the Hyer sisters, a celebrated colored troupe, who gave us the burlesque opera "Urlina." which was vastly amusing, and I laughted till my head was sore. The last of this week we are to have the Rentz troupe, all but three are ladies. May 2, 1879

Yesterday as a party were on board the wreck Capt. Carroll discovered that the block on the engine was still running and keeping accurate time. He had it taken off and sent ashore.

--News from the wreck yesterday was unimportant. People are trying to save what they can. The stuff will be sold, and otherwise disposed of, to the best interests of the owners, and insurers. Very much of her cargo was not insured. We heard of one man who has shipped goods on steamers from San Francisco to this port and insured twenty-five times successively. The twenty-sixth time he didn't insure, and he loses $3000. It pays to insure. May 2, 1879

--Owners of uninsured goods in the wrecked steamship Great Republic will be allowed to reclaim their goods, whenever it is found and identified, on payment of the usual charges for salvage.

--Among the horses on board the illfated steamship Great Republic was one fine mare, which had been injured, and the owner not being able to provide for her care as she should be taken care of, sold her to Capt. Irv. Stevens for $20 00. The animal was taken to Mr. Stevens stable on Olney street [12th], and by proper treatment is getting along finely, and proves to be a valuable purchase.

--Doyle and Sweeny, two of the pirates arrested for misdeeds on board the Great Republic, and Corrigan, who operated in conjunction with them on the island, were taken to Portland yesterday for trial in the United States district court. They derserve a term of forty years each in the penitentiary.

--The landing of some squealing pigs at the foot of Cass street [10th] yesterday, aroused the neighborhood. People thought there was another wreck. May 2, 1879

--Piratical thieving still occurs at the wreck. It is said that one man was thrown overboard yesterday for being "too fresh," but he didn't drown.

The Oregonian last evening publishes Pilot Doig's statement of the disaster. It does not materially differ from the statement made by Capt. Carroll. May 2, 1879

--Shuster has photographed the steam ship Great Republic as she

lays. He has a very good picture of the ill-fated vessel and will furnish copies for 25 cents each.

--The Call publishes an interview with Mr. P.B. Cornwall, in which that gentleman is reported to have said that the two pilots usually employed in taking the Great Republic over the bar had been induced to leave for some mysterious reason, and this, added to the fact that certain parties in the city had repeatedly sworn that the Great Republic should not run to Oregon, led him to believe that the wreck was the result of a plot to break up the opposition. May 2, 1879

--Work at the wreck was very difficult yesterday. The ship is going to pieces so fast that the heavy stuff drops through and sinks in the sand. A boat loaded with white lead was swamped yesterday in the surf, and the men only saved themselves by being good swimmers. It is the opinion of those with whom we have conversed upon the subject, men who have worked on the wreck, that the purchasers will not more than clear themselves, as the expense is so great as to leave little margin for profits.

--We do not know Richard House, Edward Ryan nor R.A. Dunlap, nor do we know any restaurant keeper in this city who wouldn't take five dimes for a half, but we do know that the inference intended to be drawn from that letter discrediting the hospitality of citizens of Astoria to the shipwrecked passengers is false. Some men are mean enough to growl even when snatched from the jaws of death...May 2, 1879

--At one of the canneries yesterday morning there appeared a boat loaded with life preservers, etc., from the wreck. The superintendent of the cannery very properly informed the fishermen in that boat that canned cork would not sell in the European markets, and promptly dismissed the men. The popular verdict is that the men were served exactly right.

--Of all the dilapidation, partially ruined and squandered elegance that human brain can conceive, none can be more strikingly suggestive than the goods from the wreck. Silks and satins, horse-shoe nails, patent medicines, sewing machines, soap, sugar and socks...

A trunk supposed to belong to Lyman Steams may be found at councilman John McCann's house in this city. Mr. and Mrs. McCann have dried the things as well as they could. The trunk was badly broken when found, but the contents are intact. May 2, 1879

--We have the fragments of a family bible at this office, from the wreck, belonging to Stephen M. Dillard.

-The work of wrecking the lost steamer is pushed rapidly forward during these fine days.

--Everybody who goes to the wreck brings home some relic. The

wonder is how the ship ever held so much.

--The public schools of Astoria had a vacation yesterday, and a great many of the pupils, and some of the teachers, visited Sand Island on board the Brenham, accompanied by parents, and friends. They enjoyed the vacation, and will return to their books this morning with a better idea of a wreck on the sea coast than they could learn from six months study.

--The little steamer Traveler made a special trip from Portand on Sunday with about 100 persons, men, women and children to view the wrecked steamship.

--The Canby, Oneatta, Rip Van Winkle, and other steamers made special trips to Sand Island on Sunday with excursionists. Sand Island, with the wrecked steamship for an attraction, will become a popular summer resort, "before we know it." May 2, 18779

--Our friend Hanson is getting ready to go into the drug business. He purchased at the sale yesterday four dozen bottles of Jamaca ginger; half a barrel of paregoric, and a dozen spades. Others made equally as valuable purchases, and thus helped to save the wreck. Prices ranged from about five to fifty per cent.

--Throwing the wrecked goods from the lost steamer upon the market now has a very depressing effect upon trade. May 2, 1879

THE DEAD WASH ASHORE.

--The body of the man referred to in another article to-day was undoubtedly that of the watchman of the Republic, Rodgers. Capt. Gray thinks that the body recently buried on the weather beach which was thought to be that of Henry Lack, was the body of the second officer of the Republic, R. Davis. June 8, 1879

--Another body was found with a handkerchief marked John T. Roberts, probably from the wreck of the Great Republic.

ANOTHER BODY FOUND.

Another body was found on the beach north of the light-house on Saturday last, supposed to be from the wreck of the Great Republic. The body was found by Sergeant Lickis and a private, and was in an advanced state of decomposition. On his person was found two handkerchiefs, marked John T. Roberts, a key tagged bakers shop, a bunch of beads and a cross, a button hook, some fine cut tobacco, a wax doll, pair of white knit stockings, a razor, pen-knife, razor-strop, small hair brush and one dollar in coin.

He had on a fisherman's shirt, dark brown pantaloons, canton flannel drawers, black silk handkerchief around his neck, barefooted. He was five feet eight inches in stature; light hair and mustache, about one hundred and fifty pounds weight. The

right side of his skull appeared to be crushed, and just over the heart, a hole indicating violence. A blue felt hat lay by his side, and on a limb near the body a life preserver was hanging, marked G.R. Foot prints on the sand around the body lead Sergeant Lickis to believe that the body had been found by others, but dones not think it had been disturbed. Major Spurgeon gave directions to have the coroner notified. June 8, 1879

FINDINGS

After having been in session nearly two weeks, the board of local inspectors - Capt. Geo. H. Flanders, inspector of hulls and James Lotan, inspector of boilers - report the following findings.

After a full investigation and a careful review of all the testimony inquiring into the loss of the steamship, Great Republican, we find that Capt. James Carroll did wrong in giving the ship in charge of Pilot Doig and allowing him to cross the Columbia river bar in the night. We suspend his license as master of steam vessels for six months from date.

We find that Pilot Doig acted imprudently in attempting to bring the Great Republic over the Columbia river at night, thereby endangering the lives of so many persons and so much valuable property. We suspend his license as pilot on steam vessels for twelve months from this date.

After a very careful investigation of the condition of the steamship Great Republic, we find that she was tight, staunch, and in a sea worthy condition when stranded near Sand Island.

Signed Geo. H. Flanders, Inspector of Hulls
James Lotan, Inspector of Boilers
Portland, Oregon May 12, 1880

The above findings are by no means final. Either Capt. Carroll or Pilot Doig, or both, can appeal from the decision of the Board and bring the matter directly before Mr. C.C. Beamis, Gen. Supervisor and Inspector for the Pacific Coast. All the testimony and findings have been reduced to writing and a copy has been forwarded to Mr. Beamis. If an appeal is taken, Mr. Beamis can examine the evidence and can reverse, modify or confirm the decision of the Board here as he may deem proper.

July 3, 1873

SUMMER RESORTS.--It will be seen in reference to our advertising columns that besides the new and elegantly finished Sea-side House, presided over by Charley Dexter on Clatsop Beach, Mrs. Cloutrie is prepared to receive visitors in her new two story house, which is all hard-finished and neatly furnished. Mr. Grimes has also re-opened his house for the season, and Mr. A.C. Wirt is fixed to entertain or convey travelers visiting this most inviting of all places on the Pacific Coast.

July 15, 1873

VISIT TO CLATSOP PLAINS

Saturday afternoon we made a hurried trip through from Astoria to the end of the route of Summer pleasure seekers on Clatsop Plains.

The preparation that have been made for the accommodation of visitors cannot be excelled. At Skipanon we found Mr. Pease and Mr. Wirt both well provided with teams and conveyances, besides the regular home-like attractions at their respective houses of entertainment. Mr. Pease is offering his place together with the stock for sale or to rent, but Mr. Wirt appears to be fixed for a life time, and in a way to prolong the life of any who may wish to tarry with him.

The road through to Dexter's (Sea-side House), is in fine condition, and a lively pair of horses took us from Skipanon to the Seaside, a distance of fifteen miles, in short order. Parker's teams leave the landing on the arrival of the boat every Tuesday, Thursday, and Saturday morning but as we started in an "extra" from Astoria a special team was required at Skipanon and without any notice whatever Wirt started us on our journey in less than half an hour after reaching his place. This shows that there need be no delay whether connections are made with the stages or not. To-day a four-horse Concord Coach is to be placed on the route, we understand, for daily trips.

The Seaside House is a large fine hotel, built at heavy expense, finished and furnished in fine style, perfect in all its appointments, by Ben Holladay. The lessee C.H. Dexter, and Mrs. Dexter, appear to be well adapted to keeping a house of this order, and are succeeding admirably. The grounds are handsomely laid out, and the whole place is like an oasis in a barren rocky spot. Shell roads, shady nooks, bubbling brooks and secluded retreats are invitingly and temptingly arranged and presented on all sides. Several parties are there now, and Mr. Dexter informs us nearly all the rooms in his house are engaged for the season. Two neat villas have

been constructed near the Seaside, one of which is occupied is a country seat by Ben Holladay and the other is being finished.

Mrs. Cloutrie, long and favorably known as keeper of the Summer House, has just completed and furnished a neat two story building and is prepared to accommodate an increased number of visitors. The Grimes House is also open on Clatsop Beach, and Mr. Grimes will be pleased to see his old friends and as many new ones as may wish to come.

We found no better accommodations anywhere than can be had in Astoria; no more divirsified or attractive sports than are found here; that everything is in good order, and to the thousands who are dying for want of relaxation and recreation in Oregon or California, we wish to say that the small sum of money required can be expended in the expenses of a trip to Clatsop county at this season of year could not be better invested. There is not a spot on the Pacific ---presenting greater inducements to the classes of people needing rest --- that diversion calculated to replenish and strengthen both mind and body.

We have not time today to speak of the numerous fine farms along the route, of the splendid crops being harvested, the herds of neat fat cattle to be seen, but will pay those subjects the thoughtful attention they deserve in the proper time. Suffice it for the present to say that this our first trip to Clatsop Plains, awakened new su--- themes important to the community and of interest to the general public.

July 24, 1875

The Sea Side and Summer houses on Clatsop Beach, were never so attractive as now, and while the number of visitors is larger than ever before, yet all are accommodated, and there is plenty room for more.

July 21, 1877

The summer resorts on Clatsop are rapidly filling up.

STEAMSHIP PACIFIC LOST.

The steamship Pacific, of Goodall, Nelson and Perkins' San Francisco and Puget Sound line, foundered at sea off Cape Flattery on the night of Thursday, the 4th inst., and all the crew and passengers are supposed to be lost, with the exception of one man, Henry F. Jelley, who was picked up by the American ship Messenger, and taken to Port Townsend on the 7th. From his statement we learn the following particulars of the disaster:

I took cabin passage on board the steamship Pacific of which J.D. Howell was master, on the morning of Thursday the 4th inst., for a voyage to San Francisco, Cal., and on the same morning at about 9:15 the steamer left the harbor of Victoria, B.C. There were about 200 people on board more or less, and we steamed all that day against a head wind, blowing from the southeast fresh. During the day, the crew were constantly pumping water into the boats to keep the steamship on an even keel, first on one side and then on the other, and she would list to either side alternately, as I noticed the boats abaft the paddle-boxes had no oars in them on either side, but the forward boats had oars in them. Between 8 and 9 o'clock that evening, and while I was in the cabin in bed, I heard a crash and felt a shock as if we had struck a rock, or something of the kind, and heard something fall as if a lot of rocks had fallen into her starboard bow, and immediately heard the bell ring to stop her, and then to back her, and then strike to go ahead. I went on deck and there heard voices say: "It is all right; we have only struck a vessel," and looking around I saw several lights some distance off on our starboard beam. I think there were three lights, but do not think they were colored lights, but did not pay much attention to them. I went back into the cabin and was about to turn in, when I noticed her taking a heavy list to port and then thought she was going down and went on deck. I heard some one say she is making water very fast forward. Went forward to the pilot-house, and there heard the purser ask the captain what boat he would take charge of, did not hear the answer. I asked the captain if there were no blue lights or a gun. He told me I would find blue lights in the pilot-house. The captain was at that time coming out of his own room, and I did not see him after that. I, then, with another man whom I did not know went into the pilot-house found six blue lights and set five of them off; lost the other one. I then noticed that the engines were still working, but no one was at the wheel. I then went on deck to the starboard side, forward the paddle-box, where a number of men were trying to get the long boat out, but they could not do it. I then went to see about the port boat forward, and helped five or six ladies into it, and tried to get the boat off, but we could not budge the boat. There were about twenty ladies in that boat. I then heard it said that the two boats abaft the wheels had gotten off but did not see them. The boat I was near was partly full of water and we could not get her off at all. I think it was about an hour from the time that the steamer struck up to the time when she listed to port, so much that the port boat was

let into the water and cut loose from the davits. I was in this boat which when it touched the water began to fill and turn over. I crawled upon the bottom of the boat and helped several others up with me. Immediately after the steamer seemed to break in two fore and aft, and one-half the smoke stack fell to port, and the smoke stack struck our boat and pushed it away, and the steamship Pacific sunk. I think about all the ladies were in our boat and when she upset, they fell into the water and I fear they were all drowned. This was about 10 in the evening. The night was not dark, nor was the sea very rough, but there was a fresh breeze. I afterwards left the bottom of our boat, and with another man, climbed on the top of the pilot-house which was floating near, and we held on the upper wire that came out of the top. Next morning I got some life-preservers floating near the house, and with the ropes lashed myself and my comrade on the house. I saw three rafts. The first one had one man on; the next had three men and a woman, and the other I could noot make out for the distance except that there were human beings on it.

I think we were thirty or forty miles south of the Cape when the vessel sunk. We passed the light on Tatoosh Island between four or five o'clock on the evening of the 4th. I and my comrade were on the top of the pilot-house all of the 5th, until about 4 o'clock P.M., when he died. I then cut him loose. The sea was running very high all day, and I think my comrade was drowned by the waves washing over him, he not being strong enough to hold his head up and the waves constantly washing over us. Soon after he died I sighted a vessel and called, and also heard the people on the other rafts calling. I did not see the other rafts after that and that vessel did not come to me. I spent Friday night on my raft. There was little wind until morning, when it came on to blow again, and the sea became very rough. I was then within a mile of the Vancouver shore. I sighted two vessels on the Washington shores, that passed on, and about 10 o'clock A.M. on the 6th, (Saturday) I saw a vessel bearing down on me. I was very weak by that time, but waived my hat and the vessel sent a boat and took me up. The vessel's name, I learn, is the Messenger, and the captain, whose name is J.F. Gilkey, gave me every attention and kindness possible, and did everything in his power to relieve my wants. (Signed)

HENRY F. JELLEY.

The Pacific was under command of Capt. Jeff Howell, who will be remembered as the person who effected a landing through the surf, and reached Astoria, in March last, to report the disabled steamer Las Angeles off Tillamook Head. The ship's complement was as follows:

Master, J.D. Howell; first officer, A.N. McDonugh; second, A. Wells; third, J.W. Lewis; purser, O Hite, jr.; freight clerk, S.H. Bigeley; chief engineer, T. Houston; assistant, D.M. Bassett; oilers, T. Lestrange and J. Dugan; carpenter, R. Erickson; watchman, Henry Norris; steward, J. Martin; second steward, Chas. H. Jackson; steerage stewart, S. McNicol; first cook, J.M.

Hollinsworth; second cook, S. Miles; third cook, C.H. Whiting; baker, Thomas Mulloy; porter, Robert T. McNemaine; stewardess, Hannah Muir. There were also five firemen, four coal passers, ten seamen, two messmen, two pantrymen and eight waiters. [Compiler omitted the list of passengers.]

The Pacific was an old wooden steamship, built nearly a quarter of a century ago, in New York, and having been piled upon rocks, and dragged up the Columbia river for years, it could not be expected would hold together in a storm of any severity, much less to withstand the shock of striking such rocks as abound in the vicinity of where this disaster occurred. On this topic we endorse the following remarks from the Oregonian:

It is easy to say now that she was unseaworthy, and that such a vessel should not have been permitted to carry passengers. But how many of those passengers knew her condition when they went on board? Probably not one. They sailed with as little sense of danger as any who embark on the other rotten craft that navigate the seas. A rotten ship looks as well when she is painted and puttied up as a sound one. This is not the first vessel that has fallen to pieces on her way up the northwest coast, and will hardly be the last one. The condeming comes too late when it is brought by the wrecking of the vessel and the loss of a hundred lives or more. It is time the public authorities were called to account by a distinct and unmistakable public sentiment, for allowing such vessels to go to sea. It is time the traveling public were provided with some means of knowing whether the steamers that invite them on board are seaworthy or floating coffins. There is need of a Plimsoll in our congress who will not stop with securing humane treatment to mariners in the merchant service, but will probe the subject of passenger carrying.

LATER--The Revenue Cutter Oliver Walcott has picked up one of the employes of the ill fated steamer, who confirms the statement that the disaster was occasioned by collision with an unknown vessel. This man, with Capt. Howell and seven others, including one lady, were together on a part of the wreck, but one at a time died or was drowned. Capt. Howell died on Sunday. This man was afloat on his frail raft, 80 hours. The Gussie Telfair is reported to have sighted a vessel in distress. Capt. Gardner picked up three bodies and took them to Victoria. Further particulars are expected today. Nov. 13, 1875 WA

THE PACIFIC DISASTER.

We are indebted to Capt. Hiram Brown, Steamship Pilot on the Columbia river, who reached here to-day, Nov. 13th, with the Ajax, for the following additional particulars concerning the Pacific disaster, from a dispatch to the Evening Journal:

PORT TOWNSEND, November 12.--
The Revenue cutter Oliver Walcott returned to this place at 9:45 this morning. She brought Neil O'Hanlen, quartermaster of the

Pacific, but no other survivors, nor found any trace of any others.

They buried at Neah Bay the body of Robert Jones, one of the under stewards.

The cutter experienced very severe weather; in fact a gale has been blowing ever since 12 o'clock the night of the wreck. The coast south of Cape Flattery was searched for twenty miles by the aid of Indian canoes at Neah Bay. Barclay Sound, thirty-five miles north of Vancouver Island, was searched by the cutter, and on Copper Island they found Captain Sawyer, of the Boston ship Orpheus, with his crew encamped on the beach. The Orpheus was the vessel with which the steamship Pacific collided. She was struck abaft her fore chains and all her starboard gear carried away. She lay hove to until Friday afternoon, repairing damages, and then made for the land, and mistaking the light on Cape Beale for Tatoosh, the ship ran ashore about 5 o'clock Saturday morning. She will prove a total loss. Captain Sawyer, his wife and twenty-one men were brought here by Lieut. Sherwood, commanding the Walcott. The first mate of the Orpheus was left by the ship until the owners can be heard from.

The dispatch states that the search has been prosecuted with energy, and thoroughly, in the face of the extremely bad weather and high winds, and there is but little hope that any more lives will be saved, unless possibly some may have been picked up by passing vessels, and carried to other ports.

The Orpheus, with which the Pacific collided, was an American ship of 1067 tons register, owned in Boston. She arrived at San Francisco, from Androssan on the 8th day of Aug. last, to Ammon, Caspari & Co., and was chartered to carry coals from Seattle. This was her second trip, if we mistake not. The Orpheus was built at Chelsea, Mass., in 1856, of oak, medium model, and was rated A1 for three years after repairs made in 1867. She is a total wreck. Nov. 20, 1875 WA